

October 12, 2017 Meeting Notes

In Attendance

Committee Members

Kathy Young

JJ Collins

Darcy Batura

Wayne Mohler

Martha Wyckoff

Kitty Craig

Doug Schindler

Urban Eberhart

Paul Schmitt

Laura Osiadacz

Deborah Essman

Jeri Downs

Andrea Imler

Mike Reimer

Jim Halstrom

John Littel

Scott Nicolai

Agency Staff

Doug McClelland

Larry Leach

Mike Livingston

Patricia Jatzcak

Laura Cooper

Bob Weaver

Richard Rhea

Ross Huffman

William Meyer

Bruce Botka

Welcome: Introductions, reviewed agenda.

Conversation with Law Enforcement Officers – User Interaction & Enforcement in the TCF: Officer Rhea- DNR, Captain Weaver – WDFW

DNR and WDFW alternate patrol weekends during the busier seasons - spring, summer and fall. One of the biggest issues observed is a disregard for signage and compliance. There are a lot of motorized vehicle tracks, yet not a lot of traffic seen by the law enforcement officers (LEOs). Most of it is in the areas of Wagon Wheel/Lick Creek & Mammoth Rock. Having only one DNR officer limits enforcement coverage on DNR weekends. WDFW and DNR will develop an enforcement plan to streamline reporting and improve patrols.

Discussion:

- What would be the optimum enforcement staffing? It will be clearer once an enforcement plan is developed. Eyes in the Woods volunteers may be helpful.
- Is there a cooperative effort with Kittitas County Sheriff's Office? Yes, the Forest Patrol Officer is sometimes in the Teanaway.
- Are there examples of volunteers who work on weekends to help report/educate? Yes, WDFW's Eyes in the Woods volunteers.
- TNC has a list of volunteers interested in something like Eyes in the Woods, would be nice to extend it into the TCF.
- In other parts of the state DNR has Education & Enforcement staff. Would that be valuable in the TCF? There are several limitations to E&E versus a full law enforcement officer.
- What are the biggest enforcement effects? Discover Pass, ORV use, land use violations like campfires, camping.

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- Would a camp host be effective? Possibly, but they need power, water and phone. Also, there might be a possibility to have volunteers or a volunteer group adopt the campgrounds to maintain them.
- What would the LEOs recommend? Have more than one officer working at a time, more collaboration, which means more budget.
- Do you have a sense of how many users are local/from afar? Campers seem to be local in 29 Pines and from farther away in Teanaway Campground. Locals tend to feel pushed out by those from the west side.
- Are user groups committed to self-enforcement? Groups tend to self-police themselves.
- Are the violations ignoring signs or more along the wildlife harassment/land use violations? Some Fish & Wildlife violations and habitat violations, but most are land use issues. The more rules there are, the more enforcement is needed.
- Do you see user conflict? Haven't been told of any.
- Would an information area/welcome portal at the North Fork-West Fork intersection be useful? Maybe a volunteer to staff an informational booth? Possibly.
- Will a more organized enforcement plan require more resources? Yes.
- Does the USFS have more officers? No, they're stretched even more thinly. Sometimes there is collaboration for emphasis patrols between DNR/WDFW and USFS.

Jolly Mountain Fire Update: Larry Leach

[Fire Perimeter Maps](#) [Fire Recovery Report and Maps \(Available in PDF and Google Earth\)](#)

Fire increased to 350 acres by the end of day one, followed by steady growth for days before it made big runs. When the fire started, there were no good, safe places to engage the fire. The Lick Creek fuel break was an integral part of corralling the fire, as well as the active forest management before the purchase of the forest. The fire mainly stayed on the ground in those areas that were actively managed, with the help of the smoke laying over the fire area. Approximately 9,000 acres were affected on the TCF – most of which is still green. Some spotted owl habitat was affected. The area adjacent to Camp Lake is still green, but up the hill has a lot of mortality. There will be some salvage in the trust land section 22 above Indian Camp, which will help take care of hazard trees.

Discussion:

- What's the status of roads that were opened for access and fire breaks? The work that was done before the fire will be restored. The West Fork ford has been closed since they reopened it for firefighter safety escape route. The USFS trails: Yellow Hill Trail, not much effect on DNR; minimal impacts on the Middle Fork Trail, but fire was above the trail, so it could change in the spring; the West Fork Trail has not been checked out yet.
- Where do salvage revenues go? Into a revolving account for the Teanaway.
- Recreation will be allowed on the forest, except in burned areas. Indian Camp will stay closed until snags are taken care of. By next spring, there shouldn't be many remaining impacts on public use.
- Are there any additional state funds as a result of the fire that can cover some of the losses? No. The salvage is part of the DNR timber sales program. The US Forest Service has the BAER program (Burned Area Emergency Response), the state doesn't have that. Everything that gets fixed from what was affected during suppression is charged to suppression. Everything else must come from the state or grants.

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- Was the road from the Middle Fork to The Last Resort used for firefighting? Yes, but it was closed again once the fire was mopped up.
- Salvage logging is on section 22, which is Trust Land to make money for the trust (mandate). Where is the TCF at on salvage logging in accordance with its mandate? WDFW/DNR would like Advisory Committee feedback on salvage logging on TCF land.
- The AC would like to be more informed on salvage logging before they give their feedback.
- Of the 9,000 acres impacted, 2,000 is on Trust Land and 400 acres of Trust Land will be salvaged. Of the remaining 7,000 acres of affected TCF land, there seems to be 300-400 acres that could benefit from salvage.
- Is there an opportunity to do wood loading in Lick Creek and Rye Creek if those trees are salvaged as well as make some money?
- There is an opportunity to log on stream adjacent roads and then abandon it, making it possible to build a ridgetop road.
- The legislature doesn't want the agencies to pass up opportunities to make money and work towards being self-sustaining. If that happens, they may be less inclined to give money to the TCF.
- Is there a danger of the dead standing timber on recreationists? Any dead tree is inherently dangerous.
- Recommendations to come back with a plan, order the trees, do what makes sense professionally/economically, possible tour, can be used as a demonstration to showcase.
- Use this fire to think about putting post-disturbance strategies in the management plan.

TCF Updates:

- **Stream Restoration: Scott Nicolai – Jungle, Indian, Middle, First Creeks:** Have staged wood in all of those tributaries, almost done with restoration in Middle Creek, half done with Indian Creek, half done with First Creek and most wood is staged in Jungle Creek.
- **Timber harvest on the LT Murray – very happy with results:** Employing locals for restoration work. After tomorrow, no more harvest activities in Morrison Canyon due to the beginning of modern firearm deer season, but will still be placing wood in the stream during modern firearm deer season. May start up again on the second Monday of modern deer season, weather dependent. Brought wood in from five sites to the Teanaway to replenish the wood that was hauled out of the Teanaway flood plains in the past.
- William Meyer – working on main stem work to build up floodplains and spread water, which will complement tributary work.
- Lick Creek fish barrier pipe has been replaced with a bridge.

Schindler - Maybe tally what the Tribe/WDFW are putting in so we can track the money that's being put in and show that to the legislature. Show what's still needed for each goal that can be wrapped up into an annual report for the TCF. G5 group is volunteering to help with this.

Leach - Maybe next meeting set aside some time to talk about how the agencies will take advantage of collecting data post-fire – hydrologic, salvage, etc.

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[Teanaway Community Forest Recreation Survey](#) – Doug

Highlights: 2682 total responses – about 1/3 from Kittitas County.

Discussion:

- Is this survey different from other surveys? This survey revealed more passion than others.
- No big surprises, encouraging to see wide range of comments. Less developed recreation comments help guide where we go.
- Some things people who completed the survey mentioned, some advisory committee members hadn't considered or thought about before.
- Are we keeping track of the people who took the survey? Only those who chose to give their email.
- The definition of 'community' seems to be very broad geographically.

Motorcycle Use Exercise & Discussion – Doug

1. Allow motorcycles in the TCF?

- The principle of it – including the community – everyone should have a shot at using it. It's the right thing to do. If you exclude people, it takes away support for the whole forest. If you're working to bring people in, they can be part of the solution.
- The county supports motorcycles/motorized vehicles. Yakima Basin Integrated Plan (YBIP) principles are to be treated equally – one is to maintain and where possible expand recreational opportunities consistent with watershed protection. This is fulfilling that.
- Don't want to see motorcycles running over the whole forest. Keep them out of the locals' yards.
- Needs to be consistent with objectives of the forest, if it can fit in and monitored, then it should be okay.
- TNC feels it should be on the existing trails "where consistent with the goals."
- With the goals, keep in mind that the reason we have the TCF is because it is a very important part of the YBIP. The TCF is a piece of a big multi-faceted project. It is here as part of the lands piece of the YBIP and we are establishing where the forest is and will work on improving the forest and values associated. Use should be conditional because it has to be consistent with goals of YBIP. It's conditional because we can't disrupt the good restoration work happening.
- Acquisition was done in the context of the YBIP, the improvements to the forest from its baseline forward is to offset other elements of the integrated plan.
- Motorcycles are fun, but trails aren't multi-use when they're motorized. Try hiking in Taneum and it's not enjoyable due to the insidious impact that isn't addressed. As users, we have witnessed profound deterioration of trails in the Manastash/Taneum. Motorcycle trails are not fun to hike on. They incise through time and undoing that incision is expensive. Need to mitigate impacts to wildlife, you find wildlife away from open motorized roads. There are hundreds of miles of open trails in Kittitas County, the Teanaway gets you away from it.

2. Allow motorcycles on existing USFS multi-use trails? Vote on each trail separately (West Fork, Yellow Hill, Middle Fork).

West Fork Trail:

- Look for opportunities to monitor watershed impacts and post fire impacts.

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- Minimal damage from motorcycles, maybe review every 5 years to make sure it's consistent with YBIP or potential USFS changes. Should be reviewed every 5 years.

Yellow Hill Trail:

- Road section is boring to hikers. Trail section has erosion issues.
- Motorcycles want to get to the actual trail and don't care as much that the beginning is a road.

Middle Fork Trail:

- Never should have been a motorized trail in the first place because of water crossings. It gets used a lot by hikers and there is a lot of water flow in spring.
- Should be eliminated due to water crossings and motorized access in the watershed – sediment delivery.
- Stream beds and habitat – could be conditional based on the season. It could be seasonal to address some concerns.
- Water crossings not usable by motorcycles until water is lower – July or August – for only a couple months a year that it's accessible for most users.
- If there's really ideas for adaptively managing the MF trail, then the red dot becomes yellow.
- should be a fish factory someday with the restoration efforts underway – full of steelhead and coho. Maintaining a trail for non-motorized use in the context of watershed process is not difficult. Wood that is in the way gets cut out and destroys habitat. Maintaining those crossings for motorcycles needs bridges, non-motorized use doesn't necessarily need bridges.
- If you start putting logs in the creek, horses can't use the trail. Riders carry saws and may cut things out of the way.
- Horses find a way across elsewhere if needed.
- It's not only the crossing, but also the approach to the crossing that increases sediment delivery and can happen no matter what you use.
- Think about use levels we are going to have. What kind of use will we have in 5-8 years? The trail could be a problem down the road as use increases. Use is skyrocketing everywhere. Worried about viability.
- Original enabling legislature to buy the TCF: maintain and where possible expand recreational opportunities if it's consistent with watershed protection. Doesn't see how motorcycles are consistent with watershed protection in the TCF.

3. Add additional motorcycle trails or connections as an option; this could be used to mitigate for possible changes somewhere else? (Adaptive Management)

- The Nature Conservancy (TNC) property along the ridge is the natural connection to the community, but no motorized use is possible there at this point in time, so no.
- If you connected a campground to motorized trails, creating a 0.25mi connection might be a good reason to add a connector trail.

4. Develop a PMO cross county motorcycle trail area separated from other non-motorized users?

- A good example is Capitol Forest. Motorcycles needs to be separate, so its own PMO makes sense.

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- The TCF has limited land mass, no room for separate motorcycle PMO.
- The non-motorized PMO doesn't want to share. There's no way to make both groups happy if they aren't separate.
- Purple land suitability map. Don't completely exclude into the future any use. It may not be good now, but in 5-10 years you may want to re-evaluate the use. At this point in time, it looks like there are no good places, however, if you can find a place in the TCF for motorcycles, that's great and it should be considered.
- Regarding Wagon Wheel residents in Lick Creek, maybe there's a niche for some sort of use (motorized track) for those people so it doesn't spill over to other areas. Unsupervised adolescents need a place to go so they don't damage other areas. The forest isn't that big and there are motorized opportunities other places in the state.
- Concerned with concentration with a single effort. If it's in a concentrated place, we might get back to the soils issue.
- No for here in the TCF, strong yes to regional plan that includes Taneum, Naches, Cabin Creek. No motorcycles for the TCF.
- Also a no for the TCF, strong yes for regional motorized use given the purple land suitability map and wildlife restrictions. The TCF is half the size of Capitol Forest. It's not possible to meet everyone's desires, so the regional effort idea is onto something.

5. Allow motorcycle use on Primary Management Objective (PMO) non-motorized trails as a shared use?

- Lots of people hike and don't want motorcycles on hiking trails, but there may be some opportunities where it might make sense that another user group would be ok, for example, a connector trail or a better short duration route.
- Every time a motorcycle rides by a hiker, they aren't smiling. Possibly some shared use sections that access broader areas, but it's better to keep motorcycles separate.

Public Comments:

Karen Raymond (submitted letter):

Represents environmental committee of the Kittitas County Democratic Party. Appreciates efforts of committee to balance user groups. The committee would like to stress the importance of watershed and habitat protection, and the goals of YBIP. The committee is concerned that any extent of motorized use will jeopardize the goals of the plan. Motorized use degrades wildlife habitat, motorized rules are difficult to enforce, and motorized use is inconsistent with other uses that are more compatible with improving habitat. Motorized use has a place on public land, but not in the TCF.

David Van Wert, Cle Elum Ridge landowner:

David came from metro area and, comparatively, the TCF seems lightly used. Seems like it's a big enough area to accommodate everyone. Watershed issues need to be maintained. An easy motorized loop trail would greatly reduce impact on the watershed. Do it where it's appropriate. On a legal trail, the motorized users would probably self-police. The trails that are there are very difficult, too difficult for most and for families. David mountain bikes and hikes and snowshoes – loves the TCF. Accommodate the community, including motorized users.

Craig Mabie – Kittitas County Parks and Rec District:

Towns to Teanaway corridor update: August 30 – first public meeting – the week Jolly exploded. Great attendance and community involvement. An architect is working on the first maps to start the next big process – talking to individual private landowners about trails on their properties. Next meeting, Oct 30, for private landowners.

Ann Fonken, Middle Fork property owner:

Landowner for 20 years and knows of fire danger. Middle Fork residents are cut off by fires lower on the road. More recreationists increase fire risk. Recreationists started a fire in the spring behind the fire station and DNR needs to address that issue. There are roads in place for egress, but they're blocked. The Middle Fork residents could escape via closed roads – cross the West Fork and go out Cle Elum Ridge. DNR needs to have escape routes for residents on the Middle Fork Road.

Tracy Rooney, NF landowner:

Thanks to Larry for implementing the fire break that saved houses.

V Tamara King/Eric Leung (via email)

Wagon Wheel residents don't like the tank trap that blocks access to the TCF from their community. People are trespassing on their property to get around the tank trap. Tank trap is a safety issue. The general public should not use this access point, but the Wagon Wheel residents should be able to.

Camping and River Access Field Trip Comments:

- Lots of group camping, large spots are needed.
- Display your Discover Pass.
- People camp by the edge of the river and it's not allowed. Very dusty in the campgrounds.
- Trails from campgrounds are important.
- Separation for equestrians is needed.

Legislative Tour Highlights: Schindler

The House Agriculture/Natural Resources Committee, along with agency staff and some committee members attended.

- Need to do salvage logging and make money for the forest.
- Funding of the forest: can it be self-sustained? How much money is needed for how long? Need to determine how much money is needed to bring the forest/facilities up to standard and then how much is needed to maintain it.
- More information on user levels is needed.
- Legislature would like a longer term business plan for sustaining the forest.

Winter Recreation Concept Development – Trails & Facilities -- Doug

Mapping exercise with a 10-15 Year vision. Will use what the committee gives to develop a winter recreation concept.

Group A - Wayne & John's Group:

- 29 Pines – expand winter parking, use alternate route instead of county road. Snowshoeing from 29 Pines out Jungle Creek and up toward Stafford and toward the Butte.
- Camp Lake has potential for rerouting groomed trails.

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- Possibility of a winter shelter between the West Fork and the North Fork, could also double as a helicopter landing zone for emergencies year round.
- Lower part of valley – non-motorized west of the fire station in the hills leading to Cle Elum Ridge. Sledding hill behind fire station, multiple spots for tubing and sledding opportunities.
- Towns to Teanaway groomed ski trails, snowshoe trails. Maybe warming hut on Cle Elum Ridge that's portable and could be an education center in the summer down lower. Naches has a portable hut that the USFS stores for them in the spring/summer.
- Other uses; fat bikes, dog sleds, portable huts. Dickey Creek to Red Top has erosion issues.
- Potential for winter economic development along the main road.
- Portal idea: spread the load out over many base areas, then economic development - Last Resort. Promote Last Resort and Cle Elum/Roslyn more to spread the load out so it's not all at 29 Pines.
- There needs to be winter parking by the fire station.

Group B - Martha's Group:

- There's a gap in grooming along the North Fork Road – should be groomed to make useful loops. Could be cost effective if USFS/private groomer was able to do a loop instead of in and out.
- Soils issues – consider summer and winter uses on the North Fork – bike trail in the summer. Relocate the current road.
- Non-motorized groomed trails in the Jungle Creek area.
- Make Teanaway Family Farm an access point and allow quiet use to the NE from the farm property.
- Sledding Hills somewhere.
- Winter camping at one of the trailheads and 29 Pines.
- Snowmobile and cross country skiing into Cheese Rock area. Is there enough snow in the Cheese Rock area most years?

Next meeting on November 9th at the Putnam Centennial Center from 1430-1800:

- Complete the draft winter concept.
- Review objectives and strategies from original management plan.
- Develop concepts for summer trails and facilities.

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TCF Motorcycle Use Dot Exercise

#1 ALLOW MOTORCYCLES IN THE TCF?

YES ●●●●●

NO ●●●●●

CONDITIONAL ●●●●●

#2 ALLOW MOTORCYCLES ON EXISTING U.S.F.S. MULTI-USE TRAILS?

a. West Fork

YES ●●●●●●●●●●

NO

CONDITIONAL ●●●●●●●●●●

b. Yellow Hill

YES ●●●●●●●●●●

NO

CONDITIONAL ●

c. Middle Fork PMO FISH FACTORY

YES ●●●●●●●●●●

NO ●●●●●●●●●●

CONDITIONAL ●

#3 ADD ADDITIONAL MOTORCYCLE TRAIL CONNECTIONS AS AN OPTION? (this could be used to mitigate for possible changes somewhere else)

YES ●●●●●

NO ●●●

CONDITIONAL ●●●●●●●●●●

#4 DEVELOP A P.M.O. CROSS-COUNTRY MOTORCYCLE AREA SEPARATED FROM OTHER NON-MOTORIZED USE

YES ●●●

NO ●●●●●●●●●●

CONDITIONAL ●●●●●●●●●●

#5 ALLOW MOTORCYCLE USE ON P.M.O. (PRIORITY MANAGEMENT OBJECTIVE) NON-MOTORIZED TRAILS AS A SHARED USE?

YES

NO ●●●●●●●●●●

CONDITIONAL ●●●●●●●●●●

• Considered as one trail

• Considered as one trail

